

What HS2 Said about Aylesbury

From the HS2 Main report made public in March 2010

3.4.7 We selected three possible locations, Aylesbury, Milton Keynes and Bicester ...Bicester and Aylesbury had the greatest potential time savings, and therefore the greatest potential for growth in demand.

Milton Keynes and Bicester were rejected for possible stations, because too many people would use it – but Aylesbury was rejected, because not enough people would use it.

3.5.16 ... then pass Wendover on the surface before continuing towards Aylesbury on a low 3.8 km viaduct crossing a flood plain. It would pass Aylesbury before entering a 33km stretch of countryside...

4.2.41 ...There are also clusters of other properties which would potentially be affected at locations on the line of route between London and the West Midlands, including at Aylesbury, Stoneleigh and Lichfield.

What HS2 Said about Buckinghamshire

From the Bucks Free Press 15th October 2010

“Sir Brian Briscoe says High Speed 2 rail line unlikely to benefit Buckinghamshire

...Sir Brian Briscoe, chairman of HS2 Ltd – the company behind plans to build a line through the Chilterns Area of Outstanding Natural Beauty – said at a meeting in Aylesbury this morning it would be difficult for the project to “outweigh the environmental impact” on the county.

In response county MP John Bercow said: “The unmistakable message is there ain't any single identifiable benefit.” ...

...*Brian Briscoe said*

“It's difficult to show an economic benefit which will outweigh the environmental impact on Buckinghamshire, but if ministers think this will create economic growth throughout the UK, that will be of benefit to the nation.

“You have to make a choice between the economic growth throughout the country and balance it against local issues.”

STOP HS2 No business case.
No environmental case.
No money to pay for it.
www.stophs2.org

What HS2 Said about Aylesbury

From the HS2 Main report made public in March 2010

3.4.7 We selected three possible locations, Aylesbury, Milton Keynes and Bicester ...Bicester and Aylesbury had the greatest potential time savings, and therefore the greatest potential for growth in demand.

Milton Keynes and Bicester were rejected for possible stations, because too many people would use it – but Aylesbury was rejected, because not enough people would use it.

3.5.16 ... then pass Wendover on the surface before continuing towards Aylesbury on a low 3.8 km viaduct crossing a flood plain. It would pass Aylesbury before entering a 33km stretch of countryside...

4.2.41 ...There are also clusters of other properties which would potentially be affected at locations on the line of route between London and the West Midlands, including at Aylesbury, Stoneleigh and Lichfield.

What HS2 Said about Buckinghamshire

From the Bucks Free Press 15th October 2010

“Sir Brian Briscoe says High Speed 2 rail line unlikely to benefit Buckinghamshire

...Sir Brian Briscoe, chairman of HS2 Ltd – the company behind plans to build a line through the Chilterns Area of Outstanding Natural Beauty – said at a meeting in Aylesbury this morning it would be difficult for the project to “outweigh the environmental impact” on the county.

In response county MP John Bercow said: “The unmistakable message is there ain't any single identifiable benefit.” ...

...*Brian Briscoe said*

“It's difficult to show an economic benefit which will outweigh the environmental impact on Buckinghamshire, but if ministers think this will create economic growth throughout the UK, that will be of benefit to the nation.

“You have to make a choice between the economic growth throughout the country and balance it against local issues.”

STOP HS2 No business case.
No environmental case.
No money to pay for it.
www.stophs2.org